

MEMPHIS APPEAL

THURSDAY, MORNING, JULY 3, 1873

WHAT REMAINS OF THE MEMPHIS RAILROADS

The condition and prospects of the Memphis and Selma road will engage the attention of the meeting to be convened this morning at 10 o'clock in the chamber of commerce. There is no public work of greater or more urgent necessity than the connection of Holy Springs with Memphis. One million dollars for goods, wares and merchandise would be expended in the road. Memphis which will be sent abroad unless this forty miles of road be built. Two millions of dollars worth of cotton would be added to the value of bales sold next winter in Memphis if this forty miles of road be built. There would be an augmentation of certainly five per cent. given Memphis real property if merchants and real estate holders will only co-operate and accomplish the easy task defined by General Forrest. This gentleman will appear before the convention this morning and explain his plans in detail. In another place we give a tabular statement of sums gathered by General Forrest, and show how vast the work he has accomplished. That the road would have been finished if the financial world had not been convulsed by the Franco-Prussian war, which destroyed the salable European value of Alabama bonds, and of all southern railway securities, and had not been doubted. All General Forrest's assets consisted in public securities made inconvertible by this European conflict. He has nevertheless continued the prosecution of the work, even when the resources at his command had been lost. The value in northern and foreign markets. The wonder is that he has achieved as much with so little. Three hundred and fifty thousand dollars have been expended on the work between Memphis and Holy Springs, and this sum has been paid in twenty-five thousand dollars, a sum which General Forrest owes personally, besides the sum of ten thousand dollars which he has advanced for the company. The two instalments of the county subscription which have been paid satisfied General Forrest the sum of one hundred and seventy-two thousand dollars. A portion of the bonds sold by Holy Springs have been used at seventy-five cents on the dollar, and there are held by the company. If the county will now pay the rest of its subscription, General Forrest has made such arrangements that he leaves the whole road from Memphis to Holy Springs will be finished during the next fall and winter. His present resources will enable him, with the little help he asks, to put down the iron for twenty miles to Coldwater, and within five miles of Ryland. The people of this village will hardly suffer this place to remain the terminus of the road. The cotton crop of Chulahoma, and from the country around Holy Springs, would be a considerable addition to the value of the road, and Holy Springs would be forced to have the southern terminus of the road in that rich, progressive, interior city. It is only useful for us to provide for the first twenty miles, and the rest is easy of attainment. The terms on which the rest of the iron will be furnished, after twenty miles are finished, have been agreed upon with the agents of an English house. Then, when the road is extended to Holy Springs, the first mortgage bonds on this completed road may be readily sold, and the road easily and speedily built itself, even to Selma. Suppose we had built, to the first twenty miles; the whole scheme fails. The company must have a ready money. At the bankruptcy of the Holy Springs and others. The county will be forced to pay its subscription and have nothing to show for it, and the purchase of the road, purchasing its assets, would only buy it for the least possible sum and use the assets so as to put the greatest possible sum of money into their pockets. In view of these very plain facts, if Memphis merchants and property holders have any doubts of the company giving shape to their selfishness, they will attend the meeting to-day, and learn from General Forrest how to escape a calamity which will be almost ruinous in its far-reaching results. Of course, if nothing may be done, General Forrest will resign the presidency of the company, that he may enforce his claims as a creditor, and there can be but one result of the intervention of the federal court as above defined. Attend the meeting today at eleven o'clock.

WOMEN'S WAGES.

The time has come for the board of school visitors to consider and determine the question of advancing the wages of women teachers to that paragon for similar services. We have already presented all the arguments necessary to enforce the position we have taken on this question, and do not propose to repeat them. The justice of this position is generally conceded, and we need only state it to make it plain to the commonest mind. When a woman does the same work as a man she should be paid the same rate of wages. The difference in sex should not add or detract from the value of her services. He hires her to do the work just as he hires a man, and requires that she shall expend the same time, talent, taste and skill, and shall be as competent as the man he employs for the same purpose. Why, then, should he not pay her the same salary? She must possess the same accomplishments, the same ability. These are necessary in order as in the case of the public schools, that she become a candidate for the position. Once a candidate, she has to submit to a close and searching examination, which she cannot pass unless she is able to come up to the common standard, and to reach which is a *sine qua non* with her as with men. She passes, and engages in the work, proving every day her fitness for the position, to make herself equal to a man for the same work. Why, then, should there be any question as to her value? Why, then, should she not receive the same recompense? Can any fair-minded man say in truth that she should not? Turn it over in your mind, Mr. School Visitor, and you must confess that no excuse even can be advanced but that of difference in sex, which with us amounts to just no excuse at all. As to the plea of precedent or example, that will not weigh. What we have to deal with is the question of right. It is proper to make women as such, do a man's work for half pay? That is the question, and that is the way we would have our Board of school visitors decide it; that is the way they will have to decide it, if they conclude to continue to inflict the injury of paying women less than men for the same work.

PROGRESSIVE REVOLUTION IN RAILROADS.

The day for turnpikes and plankroads is passed. The world moves too rapidly for these old ways to be built by the hand of modern intelligence and civilization, and their railways, of the natural mode of construction, cost too much to be produced in a sparsely-populated agricultural country, and therefore the necessity for cheaper narrow-gauge roads. With cheap roads, made cheap by making the country wide in all directions, and cheap fuel, secured by having a railway to compete with the river from Kentucky coal-fields, this city becomes necessarily great. Mayor Johnson's scheme, his devilish ingenuity, and yet he cannot accomplish his assumed task of destroying the fame and fortunes of Memphis. Memphis, with all its industrial adjuncts of factories, cotton and exuberant soil, with this great arm of the sea, this country about of markets, fertility—Memphis must be a magnificent city. Who would not aid in making Memphis a great metropolis? We have a special grand motive in the construction, to say nothing of the money, of dollars and cents; and therefore do we state that there is coming a thorough change in the business habits of Memphis. With these cheap railways and consequent cheap food and cheap fuel, Memphis must become a great manufacturing city. People will no longer devote four or five months each year to cotton and its adjuncts, and the rest of their lives to idleness. When engaged in modes of business, involved in the action of the convention that day to-day, re-elected, Memphis will become a favored abode of wonderful manufacturing energy. Ironmongers, shoemakers, and so on, will arise in great numbers, and every soon, now that the prime necessities of life are cheapened by progressive railway systems, cotton mills will rise up to enrich the opulent and give bread and homes to the poor.

A WOMAN FOR SCHOOL SUPERINTENDENT.

We are in receipt of several letters from persons connected with the public school system of Memphis, and others who have a direct personal interest in them, advocating the election of Miss Clara Conway to the position of superintendent of public schools, and the only reason we have for rejecting them is that they are not addressed to the limit we have named for correspondents. To the election of Miss Conway to so high and responsible position, we can see no objection. She possesses all the ability requisite for it, and the experience of the whole road from Memphis to Holy Springs will be finished during the next fall and winter. His present resources will enable him, with the little help he asks, to put down the iron for twenty miles to Coldwater, and within five miles of Ryland. The people of this village will hardly suffer this place to remain the terminus of the road. The cotton crop of Chulahoma, and from the country around Holy Springs, would be a considerable addition to the value of the road, and Holy Springs would be forced to have the southern terminus of the road in that rich, progressive, interior city. It is only useful for us to provide for the first twenty miles, and the rest is easy of attainment. The terms on which the rest of the iron will be furnished, after twenty miles are finished, have been agreed upon with the agents of an English house. Then, when the road is extended to Holy Springs, the first mortgage bonds on this completed road may be readily sold, and the road easily and speedily built itself, even to Selma. Suppose we had built, to the first twenty miles; the whole scheme fails. The company must have a ready money. At the bankruptcy of the Holy Springs and others. The county will be forced to pay its subscription and have nothing to show for it, and the purchase of the road, purchasing its assets, would only buy it for the least possible sum and use the assets so as to put the greatest possible sum of money into their pockets. In view of these very plain facts, if Memphis merchants and property holders have any doubts of the company giving shape to their selfishness, they will attend the meeting to-day, and learn from General Forrest how to escape a calamity which will be almost ruinous in its far-reaching results. Of course, if nothing may be done, General Forrest will resign the presidency of the company, that he may enforce his claims as a creditor, and there can be but one result of the intervention of the federal court as above defined. Attend the meeting today at eleven o'clock.

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RAILROADS.

The Memphis and Knoxville Railroad—75,000 Bales of Cotton to be Had by Building It.

The Mineral Wealth Along the Route—The Middle Tennessee and Alabama Railroads.

The Condition of the Selma, Marion and Memphis Railroad—What it has so far cost.

The following papers reached us on Tuesday, but were withheld until this issue of the Appeal, in order that they might be read by the members of the railroad convention which meets at the chamber of commerce to-day. They comprise an estimate of the cost of completing the first twenty miles, the terms of a contract entered into for fifteen hundred tons of railroad iron, and a statement showing the assets and liabilities of the Selma, Marion and Memphis railroad company.

Memphis, June 26, 1873.

General N. B. Forrest, President Selma, Marion and Memphis Railroad Company.

As you have submitted to your approximate estimate of the cost of completing twenty miles of your road, extending from Memphis in the direction of Holy Springs:

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COFFIN FACTORS.

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